PUBLIC COMMENTS (PC)-U

PC-U1

From: Jill Unze [jill.unze@gmail.com]
Sent: Saturday, August 03, 2013 10:26 AM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Re: I-405 Supplemental Documents

To whom it may concern,

I concur the congestion on the 405 between 605 and the 73 is an issue and continues to worsen. I also applaud the very well run public outreach campaign.

However, I am perplexed by the solutions proposed. Has a metro-link, train, or above ground subway system been considered? If the only solution is to continually add lanes for traffic without considering how to actually reduce traffic, I think the plan lacks real forward thinking vision. I work in Long Beach and commute 30 miles to Aliso Viejo. My hours are unpredictable and long, so carpooling is not feasible. Currently any public transit option would take well over 2 hours one-way. 1

If a public transit system is not an option, and I must only consider the plans on the table, I do not support the modified Alternative 3. Brookhurst is the bottleneck in either direction. If the HOV drops to one lane at Brookhurst, I think improvement will be marginal. 2

Regards,

Jill Buczkowski Unze

Sent from my iPhone

RESPONSE TO PUBLIC COMMENTS (PC)-U

Response to Comment Letter PC-U1

Comment PC-U1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Elimination of Light-Rail Transit and Bus Rapid Transit Alternatives

Comment PC-U1-2

A design option (or modification) of Alternative 3 explained in Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes would result in two additional travel lanes in each direction north of Euclid Street. Currently, there are seven travel lanes south of Euclid Street in each direction; under the design option there would be seven travel lanes in each direction north of Euclid Street. The lanes south of Euclid Street would be the existing condition and consist of six GP lanes and one HOV lane in each direction; north of Euclid Street under the design option the lanes would include five GP lanes and two Express Lanes.

A transition area in each direction between the lanes north and south of Euclid Street would be provided. Transition areas near the beginning of the Express Lanes would allow traffic in HOV and GP lanes to change lanes to access the GP and Express Lanes within the project limits of Alternative 3. Transition areas at the end of the Express Lanes would allow traffic in the Express and GP lanes to change lanes to access the GP and HOV lanes downstream of the end of the Express Facility.